

## UNITED STATES COAST PILOT CORRECTIONS

**COAST PILOT 1**      **31 Ed 1998**      **Change No. 27**  
**LAST NM 16/01**

Page 52—Paragraphs 578 to 588; read:

### **§117.595 Danvers River.**

(a) The requirements in this paragraph apply to all bridges across the Danvers River:

(1) The owners of these bridges shall provide and keep in good legible condition clearance gauges for each draw with figures not less than 12 inches high, designed, installed, and maintained according to the provisions of §118.160 of this chapter.

(2) Trains and locomotives shall be controlled so that any delay in opening the draw span shall not exceed ten minutes. However, if a train moving toward the bridge has crossed the home signal for the bridge before the signal requesting opening of the bridge is given, that train may continue across the bridge and must clear the bridge interlocks before stopping.

(b) The draw of the Massachusetts Bay Transportation Authority (MBTA)/AMTRAK Bridge, at mile 0.05, between Salem and Beverly, shall open on signal; except that, from midnight to 5 a.m., daily, and on December 25 and January 1, the draw shall open as soon as possible, but not more than one hour after notice is given to the drawtenders either at the bridge during the time the drawtenders are on duty or by calling the number posted at the bridge.

(c) The Kernwood Bridge, at mile 1.0, shall open on signal; except that, from May 1 through September 30, midnight to 5 a.m., from October 1 through April 30, 7 p.m. to 5 a.m., and all day on December 25 and January 1, the draw shall open as soon as possible, but not more than one hour after notice is given to the drawtenders either at the bridge during the time the drawtenders are on duty or by calling the number posted at the bridge.

(CL 1464/99; FR 8/25/99)

19/01

Page 180—Paragraph 174; read:

**Pilotage, Boothbay Harbor.**—Pilotage is compulsory for all foreign vessels and U.S. vessels under registry. Pilots are available to take **all vessels** through restricted or difficult passages such as the inside passage through Townsend Gut and Sasanoa River to the Kennebec River. The pilots address is Shipping Services Inc., P.O. Box 104, Southport, ME 04576-0104; telephone 207-633-3666; FAX 207-633-5641; radiotelephone, VHF-FM channels 16 and 13. The pilots also serve vessels transiting through Kennebec River to Bath, Sheepscot River to Wiscasset, and Boothbay Harbor. The pilot station monitors radiotelephone VHF-FM channel 13 when expecting traffic. The pilot boat monitors VHF-FM channels 13 and 16, and works channels 11, 13, 16, and 80A. The pilot boat description varies, mariners should ask the pilot before arrival. The pilot boat will display the standard running lights, sometimes an escort tug if needed, is used. The pilot boarding location varies according to the sea condition. When needed, the ship's pilot ladder should be rigged one meter above the water. A 48-hour and a 24-hour advance notice of arrival is requested from the vessel's agent. Kennebec and Sheepscot Rivers are normally daylight pilotage

only. In the Kennebec River, depending on the vessel's size, night transits are sometimes made by radar. Boothbay Harbor pilotage is available anytime.

Portland Pilots, Inc. also serve the aforementioned areas; telephone 207-774-5623, FAX 207-774-5683. Pen-Bar Pilots also offer pilotage for the Kennebec River; telephone 207-633-5307, 207-374-2217, 1-888-417-7447, FAX 207-374-2455. (See **Pilotage, Kennebec River**, later this chapter for additional information about Pen-Bar Pilots.) Arrangement for pilotage can also be made through Winslow Marine, telephone 207-633-5307. Bath Iron Works Pilot is at the telephone and Fax numbers mentioned earlier for Shipping Services, Inc.

**Towage.**—Tugs are stationed at Bath and Southport. Contact the pilots for tug service.

(CL 1325/00)

19/01

Page 182—Paragraph 223, lines 1 to 3; read:

**Pilotage, Sheepscot River** is compulsory for all foreign vessels and U.S. vessels under registry. Pilot services are available to all vessels. The pilot boarding location varies according to sea conditions. (See Pilotage, ...

(CL 1325/00)

19/01

Page 186—Paragraph 330, lines 2 to 3; read:

foreign vessels and U.S. vessels under registry. Pen-Bar Pilots offers pilotage for ...

(CL 1325/00)

19/01

Page 187—Paragraph 334, line 7 to Paragraph 335, line 3; read:

207-443-3311, or by calling 207-374-2217.

Shipping Services, Inc. and Portland Pilot, Inc. also offer pilotage for vessels transiting Kennebec River. (See Pilotage, Boothbay Harbor for additional information about those two associations, and Bath Iron Works Pilot.)

**Towage.**—Tugs are available at Bath. Bath shipyard tug handles primarily shipyard traffic. If desired, commercial tugs can be obtained from Bath, Southport, Boothbay ...

(CL 1325/00)

19/01

Page 233—Paragraph 137; read:

State Route 1A highway bridge crossing the mouth of Danvers River from Beverly to Salem has a fixed span with a clearance of 49 feet. The Boston and Maine railroad bridge just west of the State Route 1A highway bridge has a swing span with a channel width of 40 feet and a minimum clearance of 3 feet. (See **117.1 through 117.59 and 117.595**, chapter 2, for drawbridge regulations.) The bridgetender for the railroad bridge monitors VHF-FM channel 16 and works on channel 6. The call sign of the railroad bridge is WRD-626. An overhead power cable on the east side of the railroad bridge has a clearance of 85 feet.

(CL 1747/00; CL 1464/99)

19/01

Page 236—Paragraph 196, lines 4 to 6; read:

just westward of the bridge. In October-November 2000, the controlling depth in Western Channel was 7.6 feet (7.8 feet at midchannel) to the General Edwards Bridge; thence in

1970, 7 feet to the Fox Hill Bridge.  
(BPs 173051-54; CL 49/01) 19/01

Page 240—Paragraph 50, line 7; read:  
controlling depths.)  
(NOS/01; NOS 13270) 19/01

Page 245—Paragraph 159, line 3 to Paragraph 160; read:  
Summer Street Bridge. In 1981, the controlling depth was 11 feet to the Northern Avenue Bridge; thence in 1978, 15 feet to the Summer Street Bridge, except for shoaling to 14 feet at the east abutment of the Northern Avenue Bridge. Using the chart, Fort Point Channel is navigable to just below Dorchester Avenue Bridge. Vessels bound for Fort Point Channel may require the assistance of a tug.

Fort Point Channel navigable section is crossed by four bridges. Northern Avenue Bridge, at the entrance, has a swing span with a clearance of 7 feet. Deeper water is found under the east draw. (See **117.1 through 117.59 and 117.599**, chapter 2, for drawbridge regulations.) A highway bridge just above the Northern Avenue Bridge, has a fixed span with a clearance of 16 feet. The Congress Street Bridge has a fixed span with a clearance of 6 feet, and the Summer Street Bridge has a fixed span with a clearance of 8 feet.

(CEM-New England/86; NOS 13272; CL 1489/00;  
CL 1527/98; FR 12/15/98; CL 79/99) 19/01

Page 246—Paragraph 184, line 5; read:  
basculer span with a clearance of 16 feet at normal pool level.  
The ...  
(CL 837/84; CL 239/86; NOS 13272) 19/01